

§ 107.1

- 107.3 When Master and officers must be on bridge or at other regular stations.
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AUTHORITY: Issued under authority of the President by 22 U.S.C. 3811; E.O. 12215, 45 FR 36043.

§ 107.1 Vessels to be fully manned.

(a) A vessel navigating the waters of the Canal shall be sufficiently manned in officers and crew to permit safe handling of the vessel.

(b) If the nation of registry of a vessel has implemented the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978 (STCW), which is hereby incorporated by reference, the officers and crew shall meet the standards set forth therein. This Convention is contained in the International Maritime Organization publication number 938 78.15.E "International Conference on Training and Certification of Seafarers, 1978." In the event that the nation of registry has not adopted the STCW, the certification required for officers and crew as required by the country of vessel registry shall be met.

(c) The Canal authorities may deny transit of the Canal to any vessel which, in their opinion, is insufficiently manned as to officers and crew.

[50 FR 19679, May 10, 1985]

§ 107.2 Crew on watch.

(a) When under way in Canal waters, a vessel shall keep a full watch on deck and in the engine room. When approaching a lock, moored temporarily to a lock wall or when in a lock chamber, a vessel shall, when so requested by the pilot, have sufficient seamen forward and aft to handle lines expeditiously.

(b) Except as provided in paragraph (c) of this section, when anchored, moored, or lying at a Panama Canal Commission pier a vessel shall at all times have on board at least one qualified deck officer, one qualified engineer officer familiar with the machinery and layout of the vessel, and sufficient

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crew to provide for the safety of the vessel.

(c) The manning levels of Commission vessels shall be determined by the Marine Director or his designee.

[46 FR 63182, Dec. 30, 1981; 47 FR 54072, Dec. 1, 1982]

§ 107.3 When Master and officers must be on bridge or at other regular stations.

(a) When a vessel is entering or leaving a lock, docking or undocking, getting under way, anchoring, mooring or shifting berth, or is underway in Gaillard Cut, the Master shall be on the bridge and shall keep the Pilot informed concerning any individual peculiarities in the handling of the vessel so that the Pilot may be better able to control the navigation and movement of the vessel. All other officers shall be at their regular stations throughout the times and maneuvers described herein.

(b) At all other times when a vessel is moving in Canal waters, the Master of the vessel, or his qualified representative, shall be present on the bridge and shall keep the pilot informed concerning the individual peculiarities in the handling of the vessel so that the pilot may be better able to control the navigation and movement of the vessel. All other officers shall be at their regular stations throughout the maneuvers described herein.

(c) The Master, or his qualified representative, shall ensure at all times that the pilot's orders are promptly and properly carried out by the vessel's personnel.

[31 FR 12293, Sept. 16, 1966, as amended at 46 FR 63182, Dec. 30, 1981]

§ 107.4 When Chief Engineer must be on duty; full head of steam to be maintained.

(a) In addition to the regular engineer officer of the watch, the Chief Engineer of a vessel shall remain on duty in the engine room during the approach to, and while passing through, the locks and until the lockage is completed and the vessel is clear of the lock walls. The Chief Engineer shall also be on duty in the engine room while the vessel is passing through Gaillard Cut, docking or undocking,